

An aerial photograph of a complex highway interchange, likely a cloverleaf or similar design, with multiple overpasses and ramps. The image is heavily tinted with a light blue color, giving it a cool, professional appearance. The text is overlaid on the center of the image.

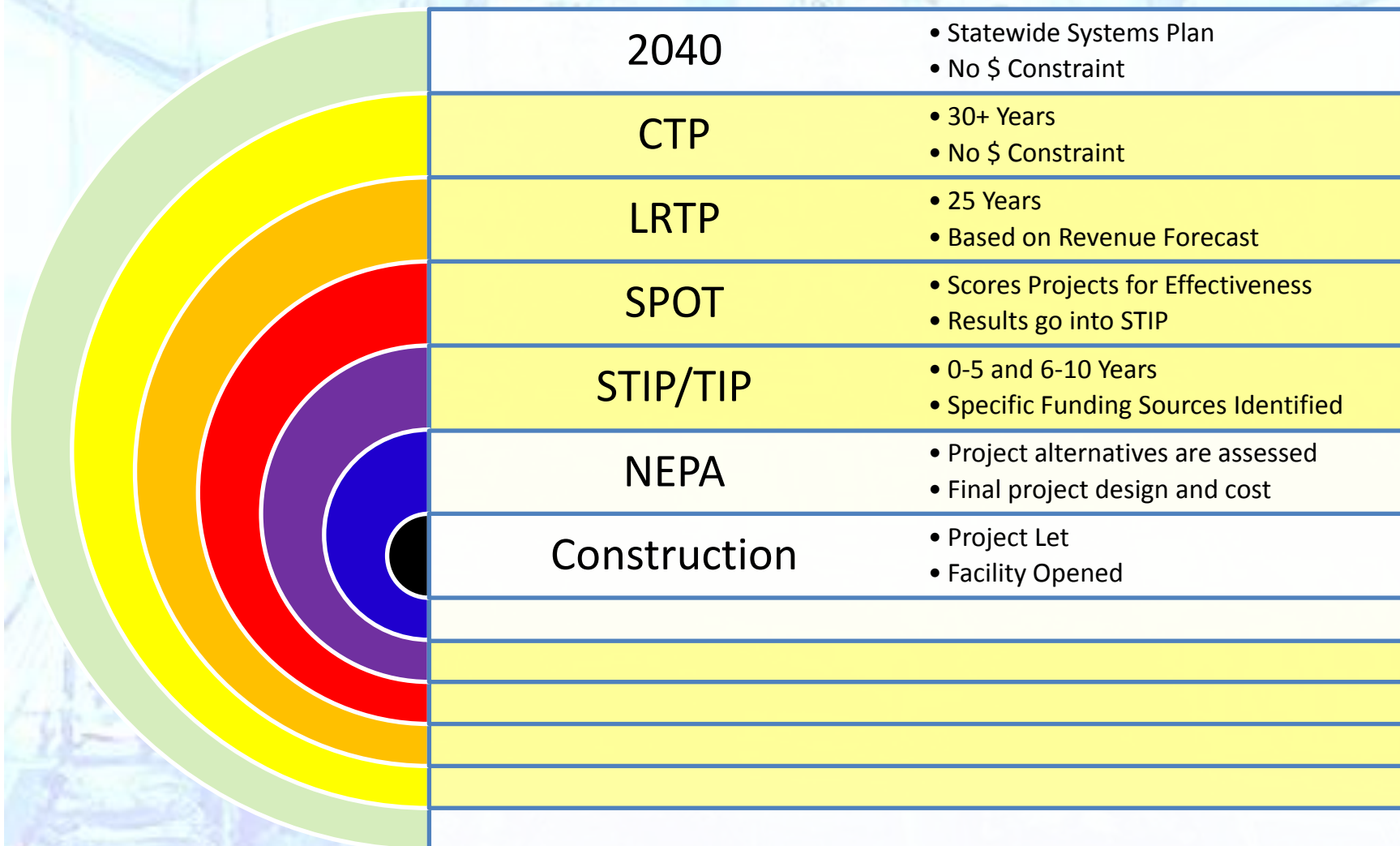
Strategic Transportation Investments: Insiders Guide

NC Public Transit Conference 2013

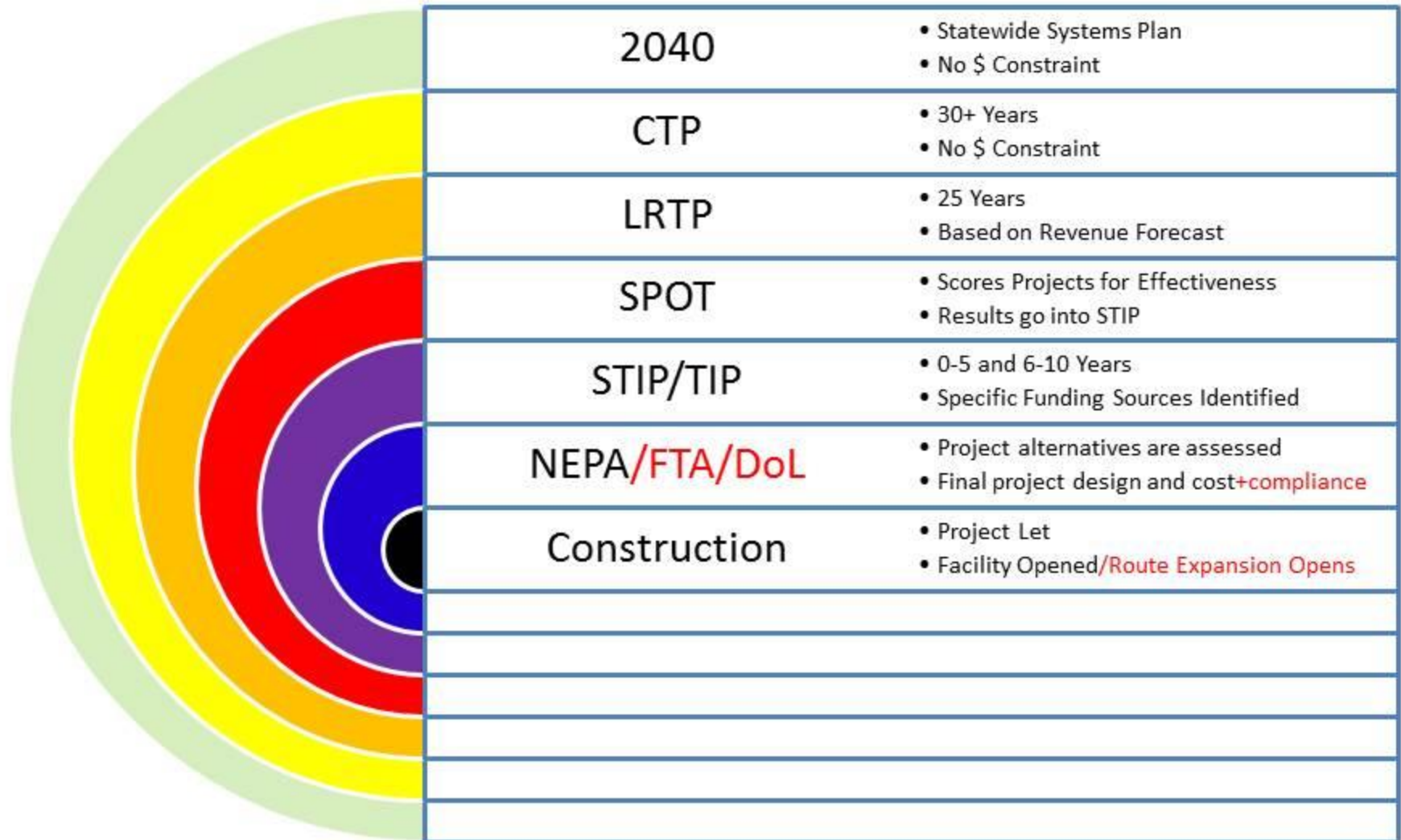
French Broad River MPO/

Land of Sky Regional Council

The Life of a Transportation Project



The Life of a Transportation Project-Transit



The CTP

- Comprehensive Transportation Plan
 - Adopted by all local governments, MPO/RPO, and NC Board of Transportation
 - Includes initial Problem Statements/Purpose and Need for NEPA
 - 30+ year time horizon
 - No Fiscal Constraint
 - Unique to NC
 - all modes



2040	<ul style="list-style-type: none">• Statewide Systems Plan• No \$ Constraint
CTP	<ul style="list-style-type: none">• 30+ Years• No \$ Constraint
LRTP	<ul style="list-style-type: none">• 25 Years• Based on Revenue Forecast
SPOT	<ul style="list-style-type: none">• Scores Projects for Effectiveness• Results go into STIP
STIP/TIP	<ul style="list-style-type: none">• 0-5 and 6-10 Years• Specific Funding Sources Identified
NEPA	<ul style="list-style-type: none">• Project alternatives are assessed• Final project design and cost
Construction	<ul style="list-style-type: none">• Project Let• Facility Opened

Public Transportation and Rail Map

French Broad River MPO

Comprehensive Transportation Plan

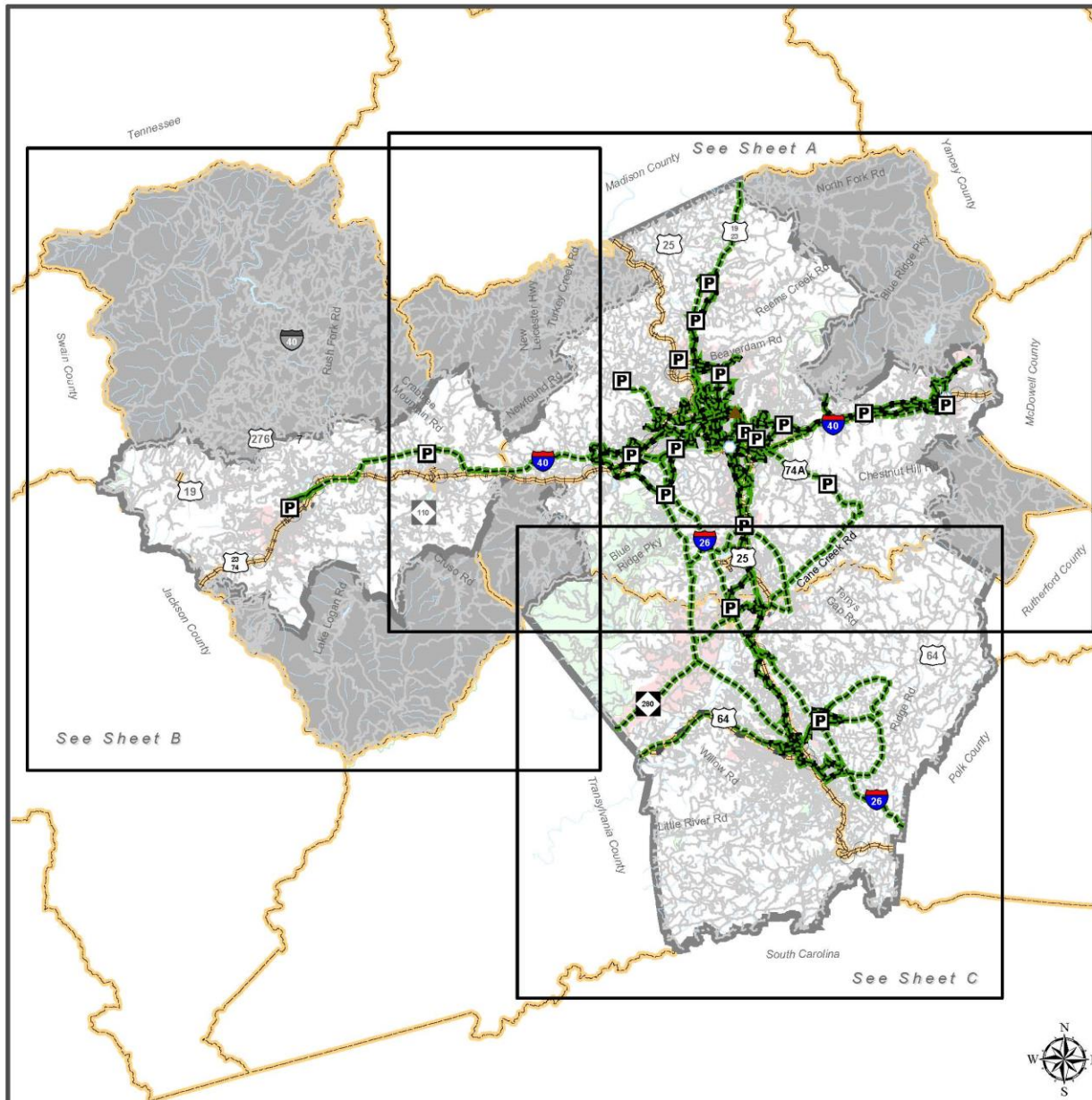
Plan date: November 15, 2007

- Bus Routes**
 - Existing
 - - - Needs Improvement
 - · · Recommended
- Fixed Guideway**
 - Existing
 - - - Needs Improvement
 - · · Recommended
- Operational Strategies**
 - Existing
 - - - Needs Improvement
 - · · Recommended
- Rail Corridor**
 - Active
 - - - Inactive
 - · · Recommended
- High Speed Rail Corridor**
 - Existing
 - - - Recommended
- Rail Stops**
 - Existing
 - Recommended
- Intermodal Connector**
 - ▲ Existing
 - △ Recommended
- Park and Ride Lot**
 - P Existing
 - P Recommended

0 1 2 4 6 8 10 Miles

Sheet 3 of 5

Base map date: October 15, 2004
Refer to CTP document for more details



Next Layer: LRTP

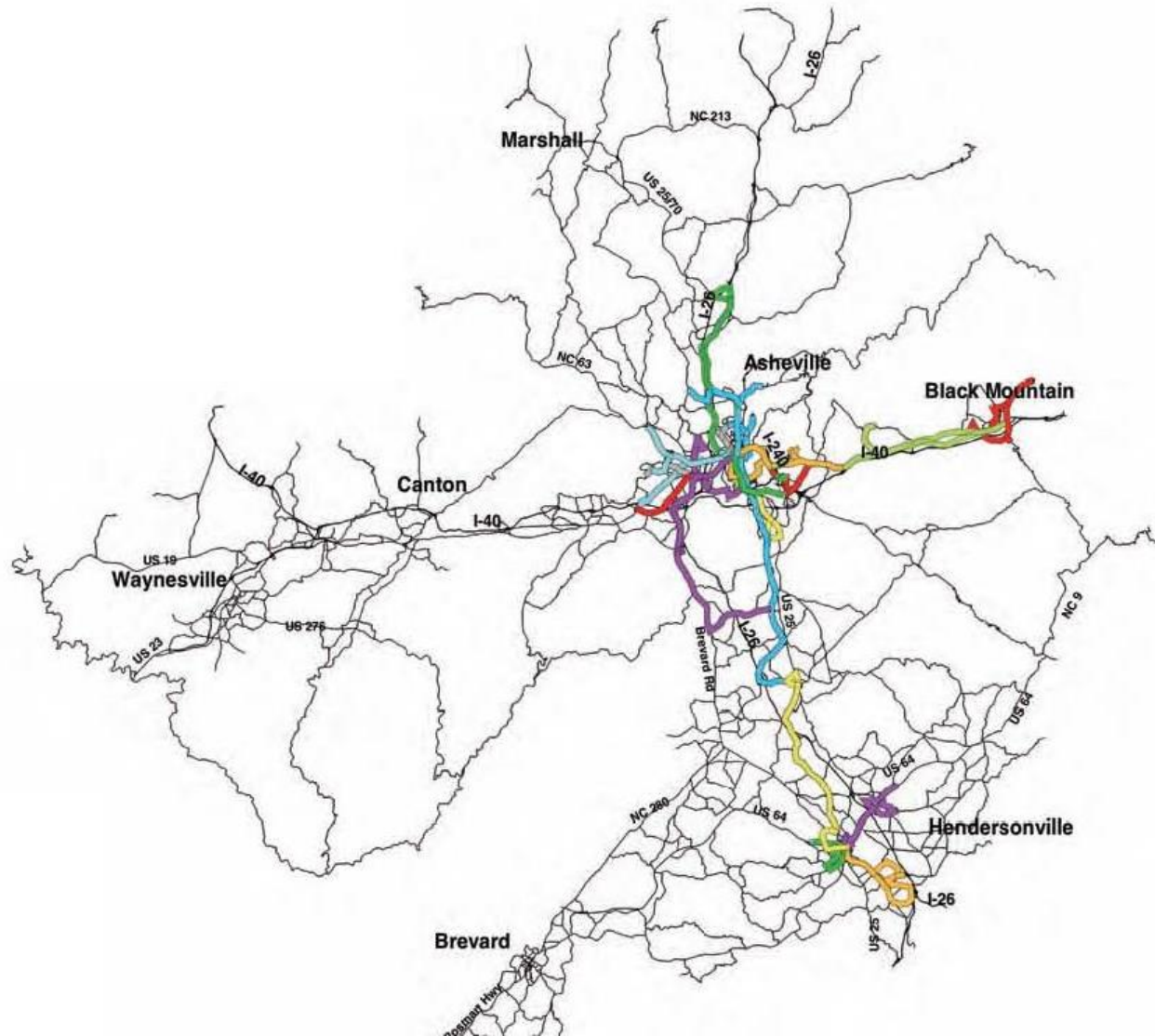
- Long Range Transportation Plan
 - Federal Requirement for MPOs
 - Tied to Air Quality Determination
 - Fiscally Constrained
 - 25 Year Time Horizon



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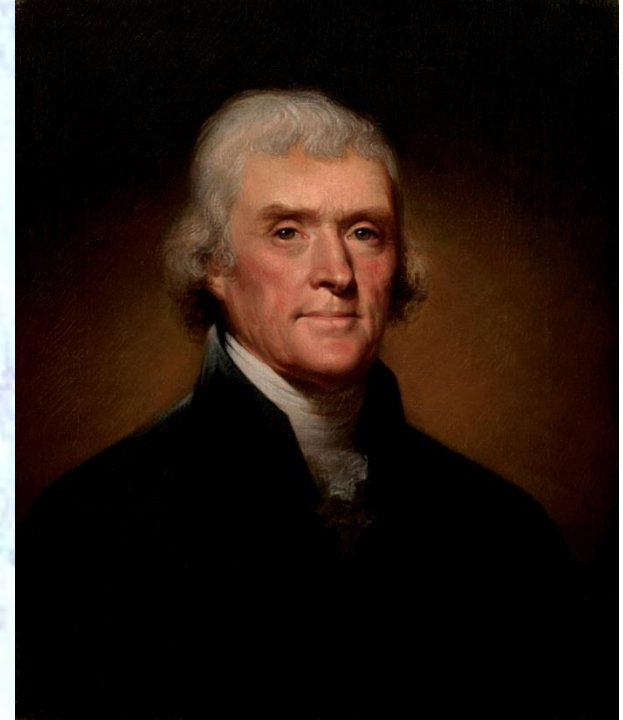
The LRTP

Figure 7
2035 Transit Network



Who Cares? So What?

- The CTP and LRTP represent public process
- These plans took everyone into consideration and found consensus on what projects were important
- Ignoring the process ignores the will of the people




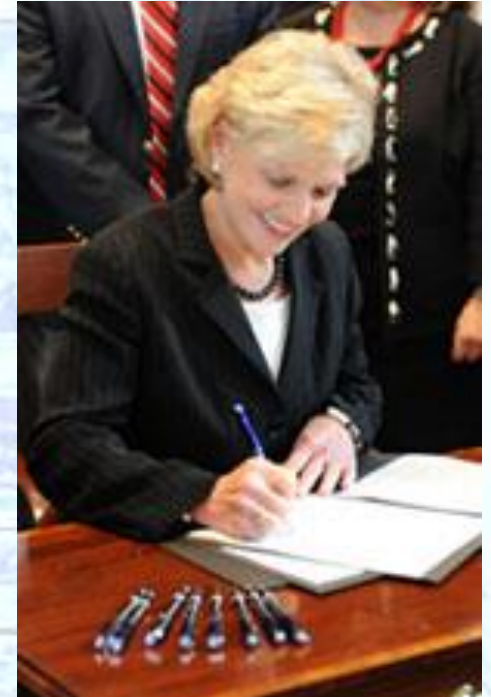
Respect the Will of the People



**We demand safe
streets, good
transit, and
uncongested
highways!**

Next: SPOT & STI

- The Strategic Planning Office (for) Transportation
 - A data-driven process to choose which projects move forward into the construction schedule
 - Originated in Gov. Perdue's Executive Order #2
 - Codified by Session Law 2012-84
 - House Bill 817 (STI) Solidified It



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Data about projects...

	A	B	C	D	E	F	G	H	I	J	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	A	
1		Division Search		MPO/RPO Search		County Search		Clear Search																			
2																											
3		SPOTID	Old SPOTID (P1, P2)	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Existing Lanes per Direction	Existing Median Type	Existing Speed Limit	Project Roadway Location Type	Project Lanes per Direction	Project Median Type	Project Speed Limit	In Transportation Plan?	Multimodal Points - Multimodal Options	Multimodal Points - Multimodal Connection	Multimodal Points - Seaport and Military Base	Multimodal Points - Multimodal Design	Construction Cost	Default ROW + UTIL % of Construction Cost (IF NOT KNOWN)	Right-of-Way + Utilities Cost	Total
4		964	46052	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	Hayden Way	Krefeld Dr	2	Divided	45	Existing	3	Divided	55	Yes	8	0	0	3	\$29,821,000	100%	\$29,821,000	\$59,642
5		965	46053	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	Krefeld Dr	Village Lake Dr									8	0	0	3	\$11,736,000	100%	\$11,736,000	\$23,472
6		963	46051	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	NC 51	Hayden Way									8	0	0	3	\$38,284,000	100%	\$38,284,000	\$76,564
7		35	46011	Statewide	Mobility	Capacity	I-4750A	I-077		SR 5544 (West Catawba Ave)	US 21 in Iredell County									8	0	0	0	\$79,000,000	21%	\$15,500,000	\$94,500
8		966	46054	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	Village Lake Dr	Conference Center Dr									8	0	0	3	\$38,205,000	100%	\$38,205,000	\$76,410
9		962	46050	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	I-485	NC 51									8	0	0	3	\$35,192,000	100%	\$35,192,000	\$70,382
10		11	46014	Statewide	Mobility	Capacity	I-3311B	I-077		I-485	SR 5544 (West Catawba Avenue)									0	0	0	0	\$47,000,000	21%	\$1	\$47,001
11		29	46006	Statewide	Mobility	Capacity	I-4700B	I-026		NC 146 (Long Shoals Road)	I-40									0	0	0	0	\$95,400,000	21%	\$1,000,000	\$96,401
12		526	44064	Statewide	Mobility	Capacity	U-5302	US401		Purser Drive	Legend Road									0	0	0	0	\$2,100,000	21%	\$850,000	\$2,951
13		1191		Statewide	Mobility	Capacity		067 NC024		U-5132 (Base Entry Road)	SR 1406 (Pink Green Road)									0	5	5	3	\$89,200,000	21%	\$18,740,509	\$107,909
14		770	44713	Statewide	Mobility	Capacity		US070		Newse River Bridge	Grantham Road									0	0	0	0	\$40,000,000	21%	\$26,000,000	\$66,000
15		1013		Statewide	Mobility	Capacity		0921-040		NC 147	Wade Avenue									8	0	0	0	\$160,000,000	21%	\$33,615,263	\$193,613
16		998		Statewide	Mobility	Capacity		0921-040		West Of Wade Ave	East Of US 118 (Limits Of I-5338)									0	0	0	0	\$33,100,000	21%	\$1	\$33,101
17		924	46009	Statewide	Mobility	Capacity	R-2566B	NC105		SR 1136 in Watauga County	SR 1107 in Boone	1	Undivided	55	Existing	2	Divided	55	Yes	0	0	0	3	\$60,350,000	21%	\$1,000,000	\$61,351
18		786	44733	Statewide	Mobility	Interchange/Intersection		US070		Stoum Road		2	Divided	55	Existing	2	Divided	55	Yes	0	5	5	0	\$9,000,000	21%	\$1,873,333	\$10,873
19		Introduction	Highways - Simplified		Highways - Detailed		Bicycle & Pedestrian		Public Transportation																		



...becomes base score for prioritizing

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X		
1	Division Search		MPO/RPO Search		County Search		Clear Search																			
2																										
3	SPOTID	Old SPOTID (P1)	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Scoring Category	Congestion Point	Safety Points	Pavement Point	Benefit Cost Point	Econ. Comp. Point	Lane Width Point	Shoulder Width Point	Weighted Total Quantitative Point	Total Division Points	Total MPO/RPO Points	Multimodal Bonus Points	Total Points		
4	964	46052	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	Hayden Way	Krefeld Dr	Hayden Way to Krefeld Dr. Upgrade corridor to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	100.00	66.53	63.00	18.94	27.02				39.44	100	100	11	80.44	
5	965	46053	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	Krefeld Dr	Village Lake Dr	Krefeld Dr to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	66.53	63.00	11.28	6.34					35.84	100	100	11	76.84	
6	963	46051	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	NC 51	Hayden Way	NC 51 to Hayden Way. Upgrade corridor to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	66.53	35.00	13.53	24.79					35.34	100	100	11	76.34	
7	35	46011	Statewide	Mobility	Capacity	I-4750A	I-077		SR 5544 (West Catawba Ave)	US 21 in Iredell County	SR 5544 (W. Widen and R. SR 5544 (W. Iredell County) to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	77.62	0.00	31.73	70.36					41.14	100	52	8	74.34	
8	966	46054	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	Village Lake Dr	Conference Dr	Village Lake Dr corridor to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	88.71	43.00	7.42	13.57					33.18	100	100	11	74.18	
9	962	46050	Statewide	Mobility	Capacity	U-2509	US074	Independence Boulevard	I-485	NC 51	I-485 to NC 51. Upgrade corridor to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	77.62	51.00	21.41	36.05					40.75	100	0	11	71.75	
10	11	46014	Statewide	Mobility	Capacity	I-3311B	I-077		I-485	SR 5544 (West Catawba Avenue)	SR 5544 (West Catawba Ave) to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	33.27	0.00	91.56	100.00					51.64	100	0	0	71.64	
11	29	46006	Statewide	Mobility	Capacity	I-4700B	I-026		NC 146 (Long Shoals Road)	I-40	NC 280 to I-40. Upgrade corridor to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	66.53	0.00	16.08	100.00					39.47	100	100	0	69.47	
12	526	44064	Statewide	Mobility	Capacity	U-5302	US401		Purser Drive	Legend Road	Short term improvement to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	66.53	14.00	100.00	13.45					47.05	85	50	0	69.05	
13	1191		Statewide	Mobility	Capacity			067 NC024	U-5132 (Base Entry Road)	SR 1406 (Piney Green Road)	Construct additional lane service sidewalks at intersection to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	66.53	18.00	5.10	46.64					25.41	100	100	13	68.41	
14	770	44713	Statewide	Mobility	Capacity		US070		Neuse River Bridge	Grantham Road	Upgrade road to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	88.71	2.00	9.08	84.13					36.63	100	100	0	66.63	
15	1013		Statewide	Mobility	Capacity			092 I-040	NC 147	Wade Avenue	Construct Managed Lanes to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	100.00	66.53	4.00	9.40	71.97				36.13	85	50	8	66.13	
16	998		Statewide	Mobility	Capacity			092 I-040	West Of Wade Ave	East Of US 164 (Limits Of I-5338)	Widen roadway to 8 lanes and rehabilitate pavement to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	100.00	66.53	0.00	55.12	56.24				43.30	85	50	0	65.30	
17	924	46009	Statewide	Mobility	Capacity	R-2566B	NC105		SR 1136 in Watauga County	SR 1107 in Boone	US 221 to SR 1107 in Boone. Widen to Multi-Lanes. Section B. SR 1136 in Watauga County to SR 1107 in Boone. Upgrade corridor to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	67.32	66.53	4.00	6.54	100.00					31.83	100	98	3	64.63
18	786	44733	Statewide	Mobility	Interchange/Intersection		US070		Slocum Road		Intersection improvements at Slocum Road to provide additional capacity and safety. Feasibility Study under review.	Mobility-Statewide	64.00	100.00	8.00	0.37	0.56				23.73	100	100		63.73	
19	Introduction Highways - Simplified Highways - Detailed Bicycle & Pedestrian Public Transportation																									



Total Score

Transit has its own data & rules

- This process is only for “capital” projects—facilities & route expansion
- Replacement vehicles are not included—they are maintenance, not capital.



Mostly an urban system thing

According to NCDOT's 2040 plan:

- **The 30-year public transportation needs total \$20.38 billion.**
- **At \$10.86 billion, current deficiencies represent 53% of identified transit needs.**
- **Urban service needs represent 89% of need by service type, and**
- **rural service accounts for 11%.**

Scoring Criteria Vary

Criteria are different for investment types:

- Expansion vehicle
- Facilities (stations, maintenance garages)
- Amenities (shelters, etc)



The State Transportation Improvement Program (STIP)

- This is where the rubber meets the road—it is the construction & capital program for 5 years
- On a 2-year update cycle, so years 6 & 7 are generally “in” and funded
- NCDOT breaks projects up by constructability and fundability



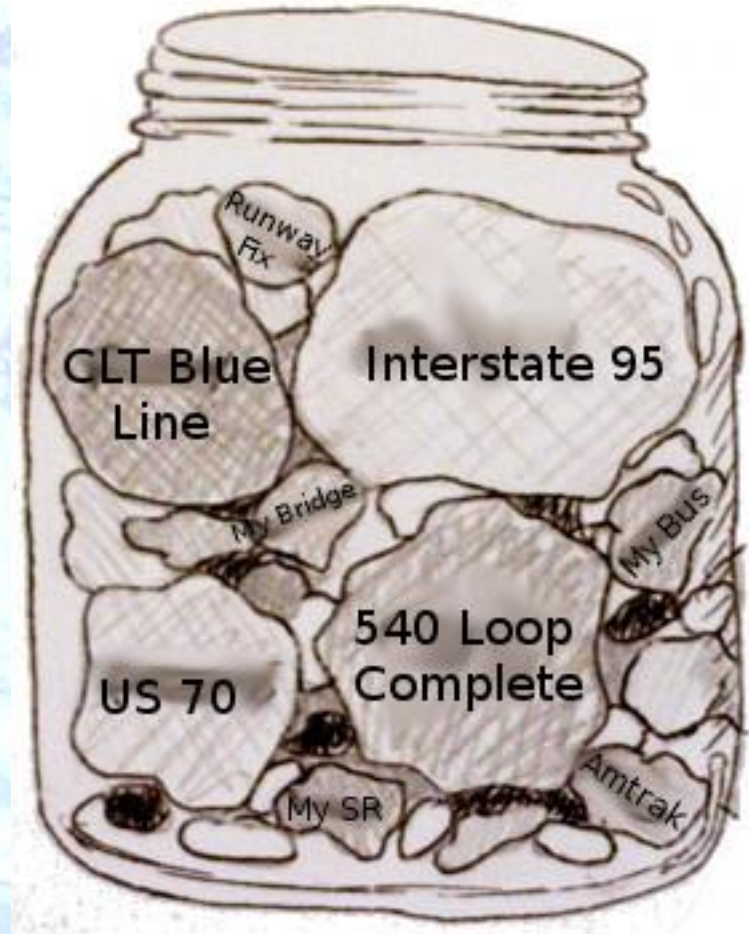
The STIP is Begat from STI

- Projects come out of STI and go to the programming unit and large MPOs.
- They match funding pots from the state and feds with eligible projects.



But Money Talks

- The STIP may not mirror the STI because of funding types and availability
- “BIG ROCKS”-some big projects get in, then remaining funds go to smaller projects until there is not money left.



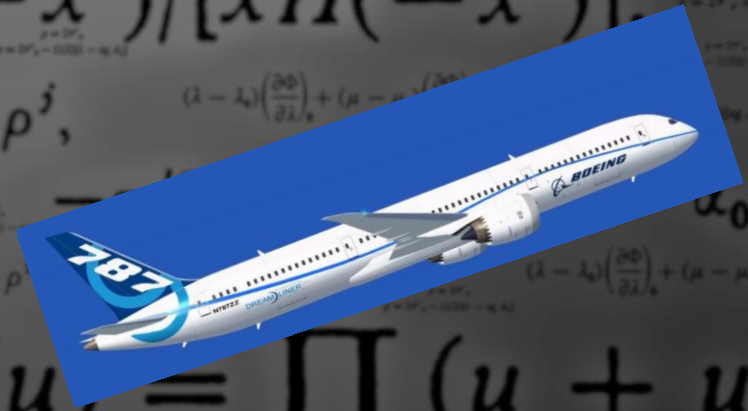
What is special for transit?

- Usually systems submit projects through MPOs, RPOs, & Divisions.
- Transit and Aviation bypass the “normal” process used for other modes.



Why?

- Formulaic funds from the feds cover most aviation and transit monies.



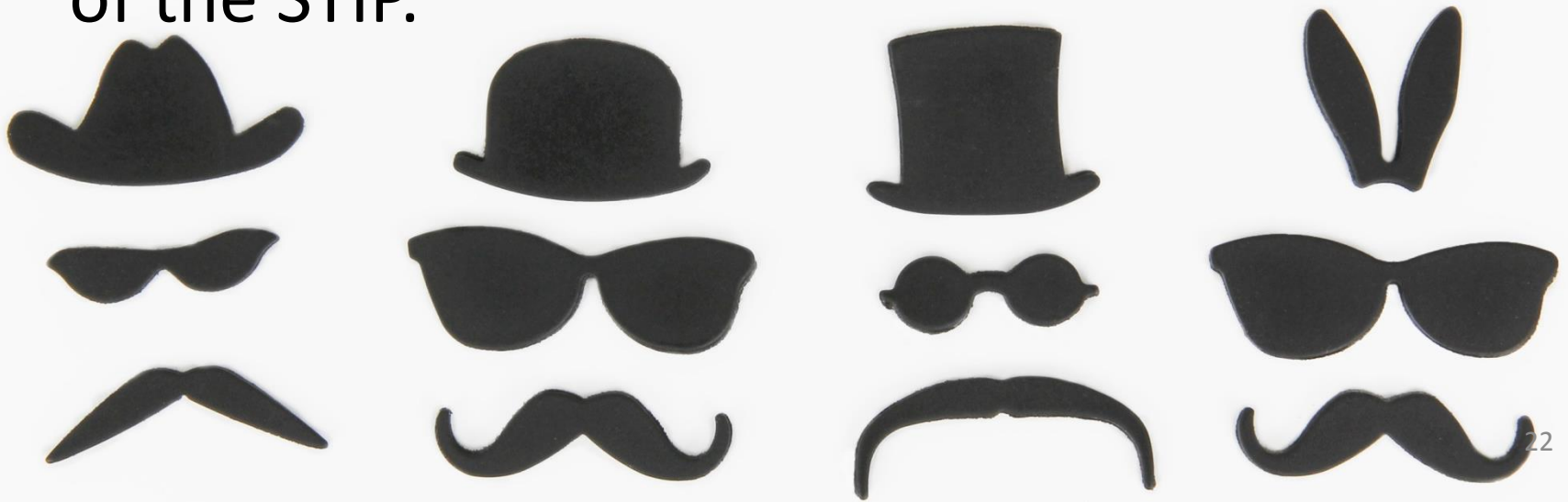
So, What are we doing?

- In the past, the state helped cover some of the local match, usually half of the local 20%.
- There is not going to be enough money to do that for all systems going forward.



INCOGNITO!

- The SPOT process for transit is essentially a competitive grant to get half of your local match covered.
- It is just for the state money. If you have federal funds allocated and have the match locally, there is nothing to keep the project out of the STIP.



How is this like other grant programs?

- It's not a grant program—it **is** a competitive process to prioritize the state funds.

It looks like me and sounds like me, but it's not a GRANT.



The views expressed herein...



- Note that this is the interpretation of MPO staff from the mountains. This is not the official line.
- It just helps explain why the transit process looks different from most other modes.

Thank You

paul@landofsky.org

